

Setup of the S10 Blast slipper!

The slipper is a sliding clutch that should protect the drive train from being overloaded. The standard setup of the brushed RTR models is adjusted to the serial motor (you can see about two thread pitches).

If you build in a tuning motor (please mind the motor limit of the speed control), you should readjust the slipper. In case the clutch slips through without transmitting the power, you should readjust the slipper with the setting nut. You should also take the surface and the track conditions into consideration.

For loose surfaces the slipper has to be set more open (nut less tightened) to get maximum traction. For tracks with many jumps, the slipper should also be set smoother. So, the gears are less affected when it comes to hard landings. On asphalt tracks, the slipper can be set significantly tighter to get the maximum acceleration.



Maintenance of the S10 Blast Slipper!

Every slipper shows signs of wear after a while – comparable to a clutch in a 1:1 car. In case the slipper slips through without transmitting the power even though the nut is completely tightened, the slipper pads are worn and have to be replaced. The slipper pads are available as LRP spare parts with the order numbers 122197 (Blast 2) and 120934 (Blast 1).



Replacement of the slipper pads:

Remove the dogbone-outdrive of the centre drive shaft.



Slack off the rebound spring by loosening the self-locking nut of the slipper.



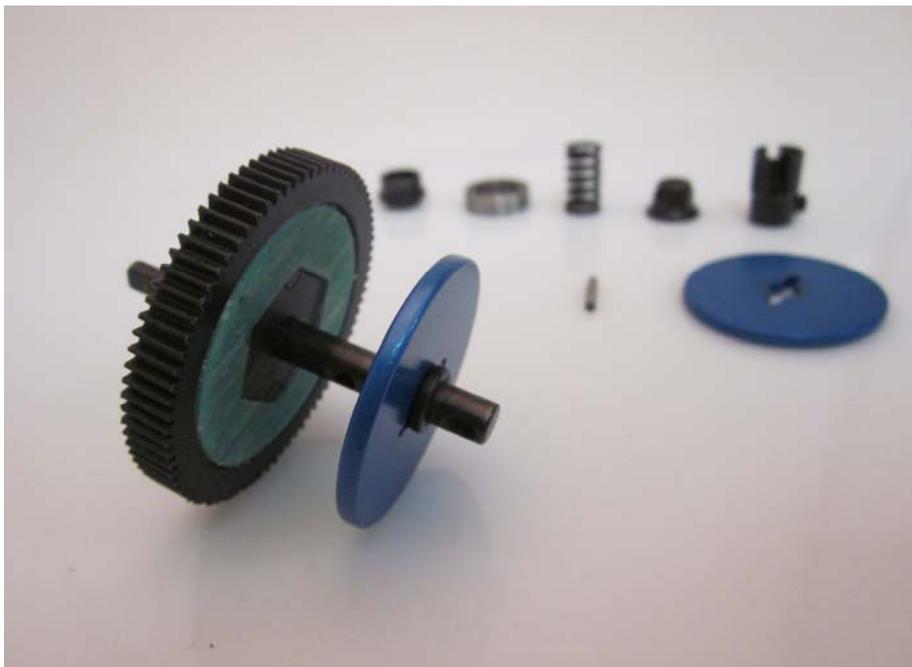
Remove the spring, the ball bearing and the bushing of the spring.



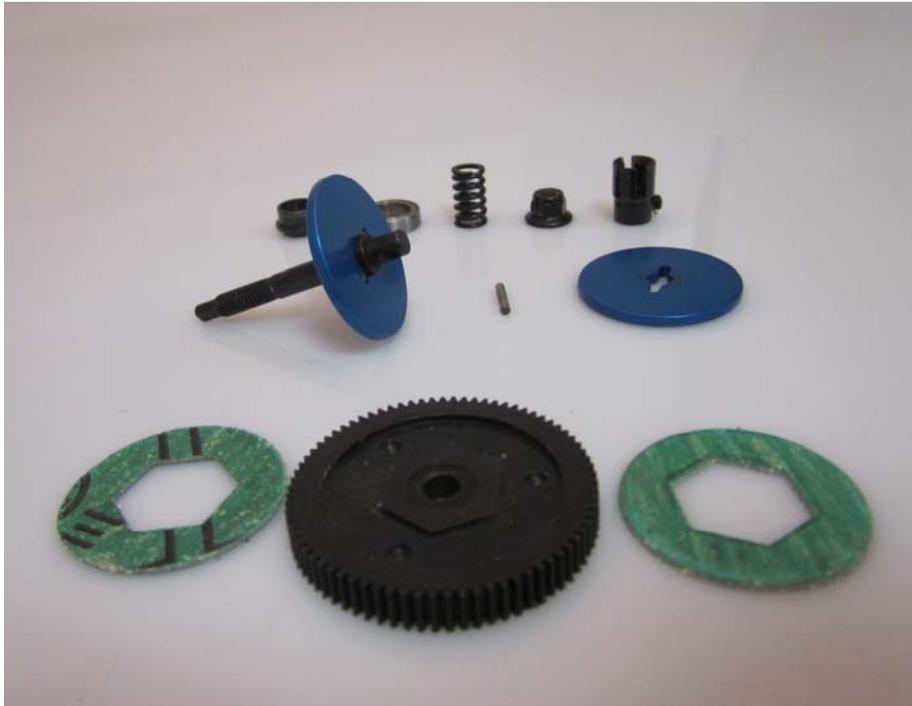
Remove the metal disc from the shaft. Please make sure the adapter pin doesn't get lost.



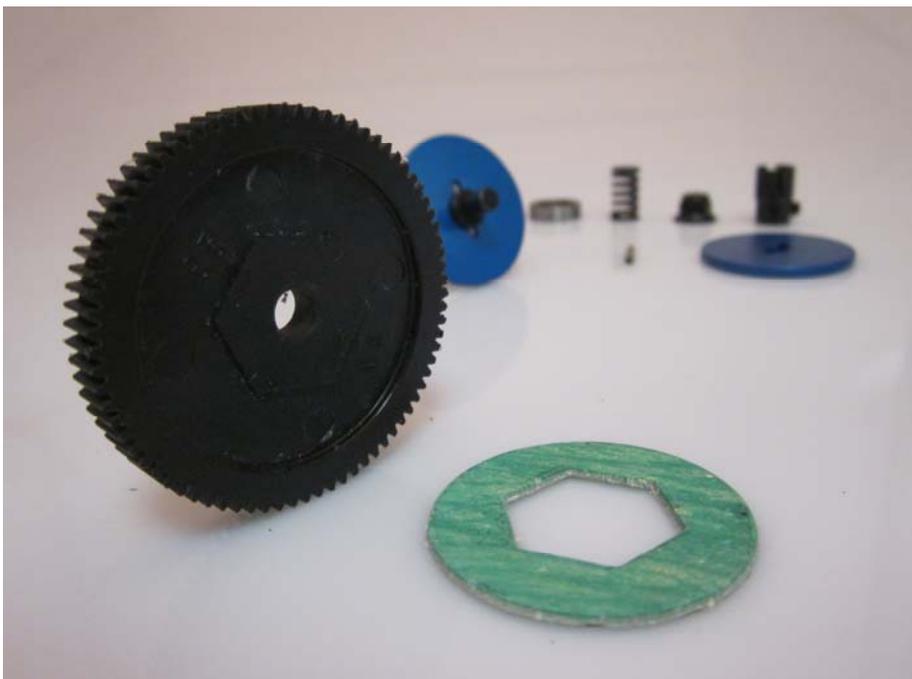
Remove the main gear from the slipper shaft.



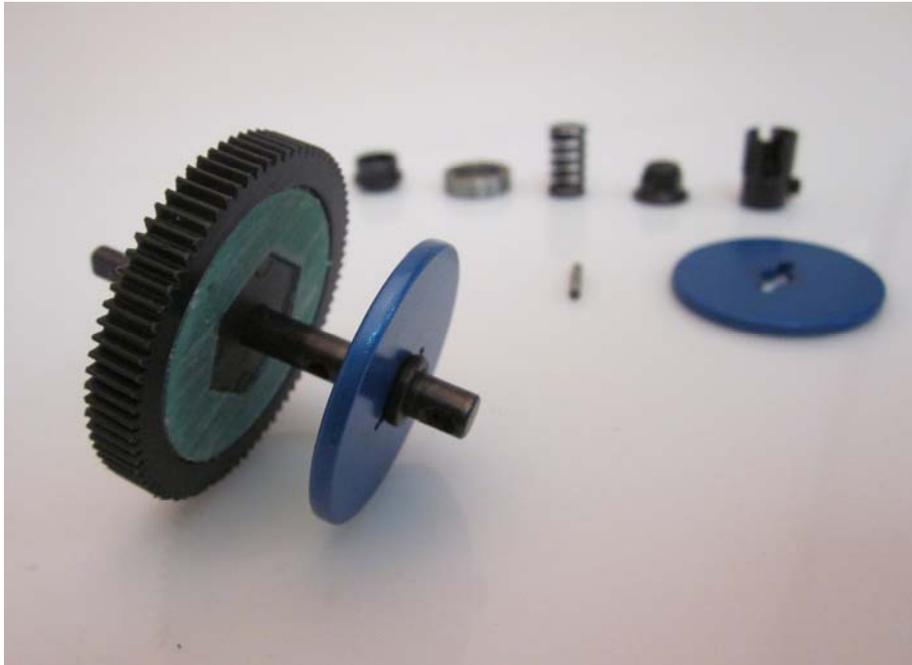
Remove the slipper pads from the main gear.



Take the new slipper pads and place them onto the main gear. Please make sure the slipper pads are correctly placed on the hexagon of the main gear. The slipper won't work otherwise.



Mount the main gear onto the slipper shaft.



Insert the adapter pin into the shaft. Then, mount the metal disc.



Fit the bushing onto the shaft. Then, fit the ball bearing and the spring onto the shaft. Stretch the spring with the self-locking nut. Setup the slipper as described on page 1.





In a final step, mount the dogbone-outdrive for the centre drive shaft. Please make sure the locking screw is placed on the flat portion of the shaft. Insert the locking screw with screw locking varnish.

